

(ESTABLISHED 1881.)

**\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.**

Intimations.

... ..

JAPAN  COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

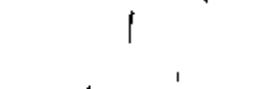
OTHER OFFICES:

New York, San Francisco, Hamburg, Buenos Aires, Singapore, Soerabaya, Manila, Amoy, Shanghai, Choofoo, Tientsin, North China, Port Swatow, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kailgung, Kure, Shimotsuki, Moll, Wakamatsu.

Karatani, Nagasaki, Kuchinowata, Sasebo, Milike, Hakodate, Taipeh, &c.
 P
 Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).
 CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
 Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
 Freight Steamers.
 SOLE PROPRIETORS of the Famous Milike, Tagawa, Yamano and Ida Coal Mines; and
 SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
 Onoura, Otouji, Sasahara, Tsubakuro, Yoshinotani, Yoshie, Yunokibara and other Coals.
 451 S. TANAKA, Manager. Hongkong.

THE CITY OF PARIS,

MADAME FLINT, Manageress.


 JUST RECEIVED AN ENTIRE NEW STOCK
 OF
LADIES' COSTUMES & MILLINERY
 EXCLUSIVE DESIGNS FROM PARIS.
CHILDREN'S COSTUMES AND COATS
 IN NAVY, CREW, AND CARDINAL SERGE.
 BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.
 Hongkong, 23rd October, 1906.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in **TAILORING** is a guarantee of good work and prompt execution. My Colours are absolutely fast, perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904

COLD STORAGE.

THE HONGKONG ICE COMPANY.
LTD. have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.

BARGAIN

FOR 10 DAYS ONLY.

Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

Wm. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

A LARGE CONSIGNMENT
OF
HENNESSY'S
*** BRANDY
AT
\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

Orders Promptly Executed.

No. 5, ARSENAL STREET. Hongkong. Hongkong, 28th April, 1906.	[510]	A. CHAZALON & CO., 6, Queen's Road. Hongkong, 7th November, 1906.
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Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,
HONGKONG, 15th March, 1906. (25)

HONGKONG HOTEL, <i>SIAM-KEEN, CANTON,</i> ON THE BRITISH CONCESSION.	MACAO HOTEL, <i>MACAO, CHINA,</i> IN THE CENTRE OF THE PRAIA GRANDE.
--	--

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS..

261) Wm. FARMER, Proprietor

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, and July, 1900

OCCIDENTAL KING EDWARD

W. C. CECIL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVEN ROOMS.

W. C. CECIL
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR AND BILLIARD-ROOMS.
HOT AND COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each

CECILIA HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 4th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 3,335 tons.....Captain W. A. Valentine.
S.S. "FATSHAN," 3,260 "....." R. D. Thomas.
S.S. "KINSHAN," 3,995 "....." J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 3,363 tons.....Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a second departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 3,219 tons.....Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday, and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. (PANY), LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Wilcox.
S.S. "NANNING," 569 "....." C. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation, and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

(Hongkong, 5th November, 1906.)

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA	Second half November	JAPAN	Second half November
TJILIWONG.....	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP.....	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS.....	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS.....	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA JAPAN LINE.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

The steamers sail from HONGKONG to SAMSHUI, SHUIKING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

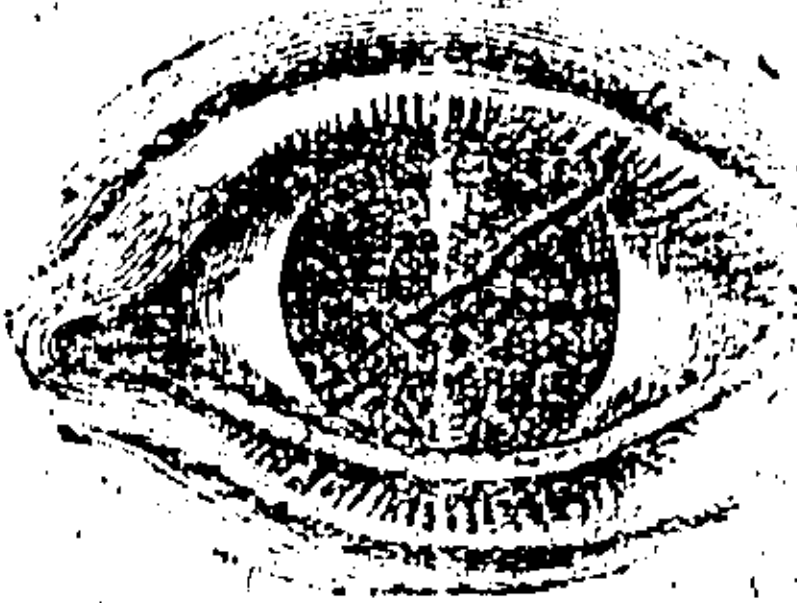
For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
51, John Street, Bedford Row, W.C. 59, Bentlack Street. 566, Nanking Road

Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

57, DES VOUX ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TS'N TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARIGULAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS.

SAILING DATES.

ROON.....WEDNESDAY, 21st November.
BUELOW.....WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD.....WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH.....WEDNESDAY, 2nd January, 1907
SEYDLITZ.....WEDNESDAY, 16th January.
PRINZ HEINRICH.....WEDNESDAY, 30th January.
GNEISENAU.....WEDNESDAY, 13th February.
PREUSSEN.....WEDNESDAY, 27th February.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave his Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 20th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current 'sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

*Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STREAMERS. TONS. SAILING DATES.
WILLEHAD.....4763.....TUESDAY, 13th November.
PRINZ SIGISMUND.....3302.....TUESDAY, 11th December.
SANDAKAN.....1793.....TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain P. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	£38.-	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE.....	£30.-	£20.-	£14.-	Return £54.-	£36.-
TO SYDNEY.....	£31.-	£23.-	£15.-	Return £59.10	£41.10
TO MELBOURNE.....	£34.10	£24.10	£16.-	Return £62.5	£44.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

STREAMERS

ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....BUELOW.....THURSDAY, 8th Nov. 6 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ REGENT LUITPOLD.....WEDNESDAY, 21st Nov.
YOKOHAMA & KOBE.....PRINZ SIGISMUND.....WEDNESDAY, 21st Nov.
* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS,

Hongkong, 7th November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridgework, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt

Liebers, Sootta, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 27th August, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. and other leading

Establishments in the Colony, to whom reference may be made as to the Superior Work-

manship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

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Intimations.

WM. POWELL, LTD.,
Ladies' Outfitters,
ALEXANDRA BUILDINGS.

SMART OSTRICH and MARABOUT FEATHER

STOLES,

\$10.00

to

\$38.50

Each.

NEW BLOUSES for AFTERNOON and EVENING wear.

GLOVES, HOSIERY, FOOTWEAR, GOLFERS, MOTOR CAPS, BELTS,

UNDERWEAR, LACES, CHIFFONS, RIBBONS, and a Splendid Selection of

MILLINERY.

REASONABLE PRICES.

POWELL'S HONGKONG.

Hongkong, 5th November, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 10s. 6d. per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January 1906. [162]

Notice of Firm.

MARINE INSURANCE.

I HAVE this day established myself in SHANGHAI as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other Claims.

Telegraphic and Postal Address:

"WADMAN SHANGHAI."
H. P. WADMAN,
Corresponding Associate,
Association of Average Adjusters,
Great Britain.

22nd October, 1906. [1062]

To Let.

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,000 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1906. [71]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

Consignees.

THE H. A. L. Steamship

"RHENANIA."

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th November, 1906. [1066]

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA."

Captain Franck, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st November, 1906. [1061]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY," FROM MIDDLESBOROUGH, GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd November, 1906. [1064]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"MALTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Himalaya.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 2nd November, 1906. [4]

JAPANESE IN SAN FRANCISCO.

U. S. GOVERNMENT ASSURANCES.

APPEAL TO PRESIDENT ROOSEVELT.

From a Tokyo dispatch it appears that on the 25th instant the U.S. Government sent a reply through the U.S. Ambassador in Tokyo, to a note addressed by the Japanese Government on Monday last in regard to the anti-Japanese movement and the exclusion of the Japanese children from public schools in San Francisco. The substance of the reply is to the effect that the agitators are connected with the labour question, which is confined to our locality, and the Washington Government was not aware of the seriousness of the conditions until a telegram from Tokyo was received. The judicial authorities have been instructed to make investigations regarding the outrages committed by the San Francisco people. The matter of the exclusion of the Japanese children from the schools is under the jurisdiction of the local administration of California, and the Washington Government has no power to interfere in the matter. President Roosevelt and Mr. Root, Secretary of State, have given assurances that the agitation of the San Francisco people in no way echoes the sentiments of the general public of the United States, and that everything possible will be done to suppress the agitators, and it is hoped that the feeling of the Japanese may be reconciled.

The American Friends Association of Tokyo (a Japanese organisation of which Baron Kaneko is president) held a meeting on Thursday, and considered the course to be taken by the society regarding the agitators in San Francisco. Mr. Ooka (a leader of the Constitutionists in the Diet) moved that the President of the United States should be appealed to to take proper measures against the agitators. Mr. Ooka pointed out that the menace to which Japanese were now being subjected in San Francisco could not be expected to be passed unnoticed by their countrymen at home. The meeting agreed to address a telegram to President Roosevelt, and to continue to take active interest in the question. A committee was appointed to watch matters until a satisfactory settlement is arrived at. The telegram to be sent reads in substance as follows:—

"The Japanese nation feels profound regret at the action of the Board of Education of San Francisco in adopting a resolution to exclude and expel Japanese children from the public schools, which resolution has been carried out. The American Friends Association, which pledges itself to do all in its power for the maintenance of good friendship with America, cannot look on unmoved at the agitators at present prevalent in San Francisco. May the President of the United States, acting under the guidance of the principle of justice, take proper measures to suppress the movement."

A San Francisco message to the *Asahi* says that an official report has reached there to the effect that the Japanese Government has entered upon diplomatic negotiations in regard to the exclusion of the Japanese children from the schools at San Francisco.

VISCOUNT AOKI AND MR. ROOT. A San Francisco message to the *Asahi* states that the anti-Japanese feeling prevailing throughout California is becoming more acute, and the Press in the Eastern States is devoting much attention to the question.

In an interview at Washington with Mr. Root, U.S. Secretary of State, which is said to have lasted for some hours, Viscount Aoki Japanese Ambassador to Washington, formally demanded that the United States should strictly observe the treaty of 1894 between Japan and America and that Japanese children in America should be allowed the privileges enjoyed by the children of other nationalities at the public schools. Viscount Aoki emphasised his demands by adding that, if the present attitude against Japanese children in regard to their education was continued, it would be likely to result in vexatious diplomatic complications.

President Roosevelt, continues the message, is much concerned regarding the action taken by the authorities of California, and it is considered likely that he will request the authorities to reconsider the step they have taken.

Public opinion in the United States generally does not endorse the attitude of the Californian authorities, and the Press of various states is adversely criticising the attitude of the Californian authorities.

Mr. Wright, U.S. Ambassador in Tokyo, received a telegraphic dispatch on Wednesday from the Washington Government regarding the matter. The dispatch was immediately referred to the Japanese Government. It is to the effect that the agitators are entirely of a local nature, being confined to San Francisco; the U.S. Government at first was unacquainted with the details of the matter. As the result of the supreme efforts made to obtain information on the matter the U.S. Government has found that even in San Francisco the agitation is admitted as merely a local labour question, arising out of the new condition of things after the calamitous earthquake and fire. According to the result of investigations made by the Washington Government, the exclusion of the Japanese children from the schools appear to be due to the destruction by the earthquake of the schools, which the Japanese were attending, there having been no time yet to reconstruct them. The U.S. Government has not the least intention of discriminating in any way between Japanese and the people of the most favoured European countries and the United States people have no inclination that the Government should act in any way against that principle. The U.S. Government without hesitation gives the most distinct assurances to the Japanese Government on this point. President Roosevelt, with a hope of securing full protection for Japanese, has ordered the judicial authorities to institute prompt and full investigations into the matter in order to enable them to take necessary measures as the matter develops. The U.S. Government does not doubt that the Japanese people will fully understand from the fact that hundreds of common and technical schools in the United States have Japanese among their students, that such a measure as the exclusion of the Japanese children in San Francisco would not be likely in any other part of the States.—*Japan Chronicle*.

JAPAN'S COTTON SPINNING INDUSTRY.

REMARKABLE INCREASE OF PROFIT.

Prior to the late war, the net profit of the Japanese cotton spinning mills amounted to an average of from 6 to 8 per cent. per annum. Since 1905, however, the profit of the spinning companies has suddenly increased. During the first half of this year, especially, not a few companies made dividends of 30 to 40 per cent. Below we give a table, showing the aggregate amount of the capital, reserves, and the net profit of the spinning mills throughout the country during the last four years:—

	Capital.	Reserves.	Net profit.
	Y1,000	Y1,000	Y1,000
1st half 1902	33,280	4,094	1,877
2nd half 1902	31,679	4,232	377
1st half 1903	21,628	4,502	1,601
2nd half 1903	32,994	5,122	1,876
1st half 1904	32,342	5,502	1,650
2nd half 1904	37,263	6,080	2,863
1st half 1905	34,311	10,488	7,370
2nd half 1905	34,469	8,031	5,692
1st half 1906	35,468	13,299	7,076

During the war the demand for cotton yarn was greatly increased owing to the military requirements; thereby causing an extraordinary rise in the price of yarn. Even after the cessation of the war the demand for yarn has not declined as the diminution for military purposes has been amply made up by the demand among the general public, who had refrained from buying to any great extent while the war was in progress. In addition to this, the price of raw cotton was exceedingly low during last year in inverse proportion to the prevailing high price of yarn. These circumstances have materially contributed towards unduly swelling the profit of the spinning companies. In 1904 the cost of raw cotton did not go below Y40 per 100 lbs, while the price of yarn fluctuated between Y110 and Y120 per bale. In 1905, however, the situation was reversed. Throughout the year raw cotton never rose much above Y30, while yarn maintained its price in the neighbourhood of Y130. It is true during the first six months of this year the cost of raw cotton rose to Y35 or thereabouts, but at the same time the price of cotton yarn has risen still higher being generally quoted at above Y140. This may account for the remarkably large profit of the mills during the half-year. Despite the great progress of the spinning industry in Japan, the manufacture of the yarn above 20 hands seems not to have advanced to any great extent, as will be seen from the following figures:—

	Below 20 hands.	Above 20 hands.	Others.
	Bales.	Bales.	Total Bales.
1st half 1902	286,199	145,793	393,732
2nd half 1902	223,248	139,583	377,121
1st half 1903	243,433	140,045	395,031
2nd half 1903	269,814	126,204	406,706
1st half 1904	199,012	112,274	321,119
2nd half 1904	245,317	118,406	374,693
1st half 1905	287,696	149,326	453,362
2nd half 1905	226,241	155,692	453,174
1st half 1906	296,813	165,524	474,988

—*Japan Chronicle*.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND BUILDING,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for
FERGUSON'S SPECIAL CREM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 7th March, 1905. [51]

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905. [169]

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

TO-MORROW,

the 8th November, 1906, at 12 o'clock Noon, FOR ACCOUNT OF THE CONCERNED, The American Steamer

"YRUNA,"

with all her Anchors, Chains and Appurtenances, &c., to be sold on Board as she now lies off the Cosmopolitan Docks.

PARTICULARS:

Tonnage..... 1,855-34 gross.
Length..... 190 feet.
Beam..... 35 "
Depth..... 13 "
Speed..... 9 1/10 knots.

The Engines are of the Compound surface condensing type. I.H.P. 430.

For further particulars, apply to the Undersigned.

TERMS:—25% of the purchase money to be paid by the purchaser on the fall of the hammer, and the Steamer to be at the purchaser's risk on the fall of the hammer.

N.B.—A Steam Launch will leave Blake Pier at 11.30 A.M. on the day of the sale, to convey intending purchasers.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 7th November, 1906. [1038]

Entertainment.

AL FRESCO FETE

IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL TO BE HELD IN THE Compound of the Roman Catholic Cathedral, ON

SUNDAY,

11th November, 1906, from 9 P.M. to 11 P.M. ADMISSION TICKET \$1

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

THE public is respectfully invited to inspect the various Stalls from 3 to 7 P.M. on the 11th instant, during which time Machado's String Band will be in attendance.

Tea and Cakes will be served during the afternoon.

By kind permission of Lieut.-Col. A. G. FITZROY and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 P.M.

</

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including:-

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS.

BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE.

NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to sent the taste.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

BIRTH.

On November 2, at Shanghai, the wife of GEO. R. ARTHUR, a daughter.

DEATHS.

On November 5th, at "Westley," Basington Path, WILLIAM ERIC CRAIG, of the New Zealand Insurance Co., aged 30 years. [1907] On November 2, at Shanghai, BERNHARD A. FRIEDRICH, of the I.M. Customs Service, Hangchow, aged 36 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 7, 1906.

HIS EXCELLENCY THE GOVERNOR.

Readers will learn with the utmost regret that, as the result of the accident which His Excellency the Governor sustained during a polo match the other day, he has been obliged to cancel all engagements for the present, including the dinner party which it was proposed to hold at Government House in celebration of His Majesty's Birthday. The absence of His Excellency from those functions which are almost inseparable from the celebrations on the occasion of the King's Birthday will rob them of much of that *etiquette* with which they are usually attended, for as the supreme representative of the King in the Colony it is His Excellency's privilege as well as his pride to preside over the various *fetes* organised by His Majesty's loyal subjects in this isolated outpost of the Empire. As it is, in whatever forms of celebration the community may indulge, there will be an undercurrent of feeling that they lack the responsiveness and glamour which usually attach to them when crowned by the presence of the Governor, who has so ably filled the gubernatorial chair during the few years of his incumbency in Hongkong. Meanwhile, it is satisfactory to learn that His Excellency is progressing favourably, but his medical advisers have decreed that absolute quiet for the next few days is essential to his complete recovery. Our readers, we are assured, will be heartily in concert with us in offering sympathy to His Excellency in his inability to take part in the celebrations of the 9th of November, but we trust that he will soon be in a position to attend to his onerous duties with his wonted vigour and energy.

TONG CHU, an "inspector of pavements," was before Mr. C. A. D. Melbourne, today, at the Police Court, on a charge of stealing eleven boxes of matches, at West Point, yesterday. Tong admitted the charge. The Indian watchman of the Po On Company's godown, who arrested accused, said defendant entered the godown yesterday afternoon, and in his presence, took the matches from a case and walked out. A sentence of five days' hard labour was passed.

THE "HANKOW" INQUIRY.

Interest in the lamentable disaster, which occurred only the other day, in which the British steamer *Hankow* was burned to the water's edge and scores of passengers perished, will not be lessened but rather increased by the somewhat unsatisfactory finding of the Court of Inquiry into the circumstances leading to the tragedy. The *Hankow* had been for many years engaged on the river trade between Hongkong and Canton, and on the eventful day when the mishap happened she carried a cargo of raw silk and straw matting, besides passengers and crew to the number of at least a thousand souls. She was safely berthed at her wharf and seven minutes later was discovered to be on fire from stem to stern. So fierce were the flames and so stifling the smoke which arose within a few minutes of the outbreak, that the captain, chief engineer and officers of the ship found it impossible to get the hoses into operation; not only so, but the captain and officers were unable even to save their own or the ship's papers. Naturally, on turning to the finding of the Court, we anticipated that a series of questions would have been submitted to the assessors with regard to the cause of the outbreak: whether it was due to pure accident, to incendiarism, or to any of the other causes which have been propounded as to the origin of the fire. But we find nothing in the official finding, even suggestive of the fact that the question had been considered by the Court. It is to be regretted that the members of the Court had not the advantage when dealing with the points raised in the Inquiry of any special acquaintance with the requirements of the river trade or the advice of any experienced mariner, travelling continually between Hongkong and Canton. Captain Branch, the master of the *Hankow*, gave his evidence in a clear, straightforward manner and his officers are *emphatically* to be complimented on the precision of their statements, but necessarily their examination was limited to the events of the fire itself, and they were not called upon to give expert opinion regarding the special conditions surrounding the trade between this port and Canton. The lack of such expert advice and knowledge was the more to be regretted because the Court in its finding gave expression to views which certainly will not be commended by the owners of the steamboats in the river service, and indeed, it is doubtful if it were practicable to give effect to these views. It is admitted that the fire appliances on the *Hankow* were satisfactory under ordinary circumstances and that they were in order, having been in constant use in cleansing the vessel. The Court deprecated the statement that there were no fire stations on board, but in view of the rapidity with which the flames spread we are convinced that even had there been fire stations on the *Hankow* they would have been found useless on the occasion in question. The Court, taking it as a fact that there being no fire stations on the *Hankow* all the river steamers are similarly situated, went on sapiently to remark: "We consider that the ordinary fire arrangements and boat stations should be hung up on a printed form in some conspicuous part of each vessel in these river steamers, and the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board." As a matter of fact we are in a position to state that on most of the river steamers there are printed lists of the stations to be taken by the officers and crews in the event of fire, and that the latter are well drilled in the exercises pertaining thereto. Whether in the event of a sudden and all absorbing conflagration such as that which overwhelmed the *Hankow*, the native crews, even when stiffened by the presence of British officers and the inmate force of habit engendered by discipline and practice, would have stood by their posts is another question which does not enter into consideration here. The *Hankow* was at her wharf, with shore and water appliances at hand, yet it was found impossible to save her. But the main point to be criticised in the finding is the apparent failure of the Court to appreciate the consequences which would undoubtedly ensue should its suggestions in the matter of the disposal of cargo and passengers be followed to their logical conclusion. The revenue of the river steamboats is almost entirely derived from the Chinese passenger fares and the charges on Chinese freight—both of which have had to be reduced, to the lowest minimum, leaving only the barest margin of profit to cover working expenses. It is true that since the typhoon of 18th September, rates have risen slightly, but that is beside the point. If the proposal of the Court that "cargoes of light texture such as straw braid or matting, when carried, should be so stowed under hatches or blocked off or screened off in such a way as to be impossible of access by any passengers" were adopted and made compulsory by law, the steamboat companies would find it impossible to carry out the regulations without vastly increasing their charges and practically abandoning the

trade which now exists. For example, were the cargo to be screened off from the passengers by means of partitions a very appreciable superficial deck area would be lost to the vessel. While one section of the vessel might be crowded with passengers, another valuable section might be standing half empty. Each vessel would become a series of sections, necessarily narrow, close and stifling, and in the plague season, a veritable hotbed for the propagation of disease. Not only that, but the loss of cargo space must mean that in order to recoup themselves the owners would be compelled to raise the passenger rates together with freight charges. In other words, the Court's finding, should it become law, would simply imply the handing over the cargoes now carried in British bottoms to the Chinese junks which sail between Hongkong and Canton. It must not be forgotten that British steamboats were the pioneers in fostering and developing trade between the two ports; they built special boats to suit the requirements of the river traffic and to meet the demands of Chinese passengers and traders. At first they were little better than philanthropists, hoping for better times when the impetuous passengers would see that it was to their advantage to patronise the fast steamers. A thousand and one difficulties were thrown in their way by the junkmasters and the Chinese officials in Canton. Indeed, the result of a rule giving effect to the recommendations of the Court would be to raise once again the crucial point which was fought years ago by the river steamboat companies in co-operation with the Chamber of Commerce. It was then contended that undue favour was shown Chinese junks trading to Canton by the granting of special facilities and secret rebates—matters which could not be actually proved, perhaps, but were common knowledge. The former Hoppo of Canton endeavoured by every means in his power to undermine the steamship riverine trade to the advantage of the native junks, and his hostility to foreign enterprise seriously impeded the advancement of trade relations on the Canton river. Strong representations to the Government at Peking, through the British Minister, secured an amelioration of these conditions, but were the Court of Inquiry to have its way to-day we have not the slightest doubt that the Canton Government would revert to its old position of silence, but none the less strenuous opposition to the success of steamboat competition as against the junks. No doubt the fire on the *Hankow* was a terrible calamity which none can recall without a shudder, but that is no reason why we should double lock and barricade the door of progress. It is not an affair that has happened before, and it may never happen again, but all that human ingenuity can suggest to prevent fire on board ships carrying hundreds of irresponsible coolies, who have no idea what precaution means and merely laugh at regulations as if they were intended to be broken, will not prevent its recurrence. Why, then, was hysterical over the matter of battened hatches—and where are the hatches to be placed on a riverboat, steamship?—immovable partitions, and all the rest of it, as if that were the sole solution of the difficulty? If the deck cargo were covered with "tarpsaulins" of non-inflammable material it is quite possible that the major condition of immunity to fire would be obtained. The fact is that we must review the situation sanely, if we are to retain our hold on the trade between Hongkong and Canton. That trade will pass away to the junks again if it is handicapped by a multitude of rules, regulations, conditions and restrictions, and we could suggest that the matter having now been threshed out should be allowed to drop, firm in the conviction that the owners of steamboats plying to Canton, be they British, French or Chinese, will do everything in their power to safeguard the lives and interests of their passengers and trade.

LOCAL AND GENERAL.

MR. P. H. BRITISH CONSUL at Wuchow, left that port on the 1st instant for Tientsin. He has been succeeded by Mr. H. F. KING.

HAVING completed her extensive repairs the s.s. *Charles Harcourt* steamed out of Hung-hom Bay at 1.30 this afternoon in the direction of her wharf, at the western section of the harbour.

WILLIAM G. HALL, a marine engineer, was this morning, at the Police Court, ordered by Mr. F. A. Hazeland to go to the House of Detention. He gave himself up to the police at the Central Station yesterday.

THREE men, natives of Nagasaki Prefecture, were landed at Nagasaki recently from the *Hiroaki-maru*, and handed over to the police authorities on a charge of trading in Japanese women. It is stated, says the *Nagasaki Press*, that they attempted to take six women to Vladivostok in a fishing-boat, which, however, was wrecked off Sochin, Korea. All the occupants of the boat reached the shore safely, but the authorities there learned the purpose of the adventurous voyage, and arrested the men. The girls remained at Sochin in charge of the authorities.

As will be seen from our advertisement columns, the s.s. *Kwongtung* has returned to her old wharf, near the new Harbour Office. The use of Douglas wharf, leased during the repairs to the wharf of the Yuen On S. S. Co., Ltd., will be discontinued by the *Kwongtung* steamers.

TWO sampanmen had a wordy war in Connaught Road Central yesterday afternoon about taking a passenger to a ship and a fight resulted; during which one of the combatants tested the other's cranium with a lump of firewood, putting the man out of commission. Not satisfied with handing out a knock-out blow, the man with the firewood was about to set to again when he was arrested. He came before Mr. F. A. Hazeland, this morning, at the Police Court, on a charge of assault and was fined \$5.

LO LUK, styling himself as a printer, was arrested by an Indian policeman in Queen's Road East, this morning, for affixing a poster on the walls of Government property without permission. He was charged before Mr. C. A. D. Melbourne. Defendant explained that although he had been in the Colony for twenty years he never saw "Post no bills" painted on any wall, and he was sure it was not on the wall where he posted the *Al Fresco Fete* poster this morning. "No excuse," said the Court, "pay a fine of \$2."

At an ordinary meeting of Lodge Naval and Military, 848 S. C., held in the Masonic Hall, last night, the following were elected office-bearers for the ensuing year:—R.W.M., Brother A. W. Hill; I.P.M., Wor. Brother J. Smith; W.S.W., E. A. Chapman; W.J.W., G. W. Coysh; Secretary, J. J. Blake; Treasurer, J. McLeod; Chaplain, F. Winter; S.D., C. West; I.D., J. Newman; Organist, A. A. Casar; Stewards, C. Parkinson and J. E. Gibson; Director of Ceremonies, W. J. Gast; Inner Guard, H. E. Lowther; Tyler, J. Vanstone.

A married woman, residing at No. 85 Chai-ko-lin, Kowloon City, who was represented by Mr. H. Gardiner, of Mr. O. D. Thomson's office, was charged before Mr. F. A. Hazeland, this morning, by Inspector Cameron, of Kowloon City Police Station, with being in unlawful possession of 195 catties of blasting powder, yesterday. She could give no satisfactory explanation, as to how she came in possession of the gunpowder. The second charge against the old woman was that she had 195 catties of blasting powder in her possession without a permit from the Governor. A plea of not guilty was entered, and at the request of Mr. Gardiner the case was adjourned.

CHAN Sze, a tailor, was arraigned before Mr. F. A. Hazeland this morning, at the Police Court, on a charge of stealing two silk umbrellas from a miner. Defendant arrived in the Colony yesterday by the steamer *Powan* from Canton. When he left the ship complainant missed his umbrellas and reported the fact to the police, concluding that he suspected the tailor as he was very friendly with complainant on board ship. A search was made and defendant was located at Shaokui-wan, and on being searched pawn tickets for the umbrellas were found in his pocket. Defendant wanted to make the Court believe, in a rignarole of a statement, that the umbrellas followed him ashore. He was sentenced to fourteen days' hard labour.

"PAY, Massa!" These two words uttered by ricksha coolies seem to have a terrorising effect on a few gentlemen who believe in keeping late hours. Not very long ago a European "belated" a coolie for asking for what was due to him; a few nights back Tommy Atkins swung his walking stick freely about a ricksha coolie, instead of paying his ricksha fare, while a case which came under our notice two nights ago was as amusing as it was unjust. A blue-jacket from H.M.S. *Kent* engaged a ricksha for a few hours and discharged the coolie without a cash. The coolie followed Jack, yelling "Pay, massa!" the while. "What?" said Jack, drawing his swordstick and flourishing it over the head of the coolie, "if you jabber much about pay I'll cut your topper off!" Jack, of course, fell in the arms of a policeman, eventually, and in the ordinary course of business found his way before Mr. C. A. D. Melbourne, at the Police Court, the following morning. Jack explained that the 5th instant was a *dress non* with him, and he was ordered to pay the coolie twenty cents for his drive, and to pay a fine of \$1 for being drunk and disorderly.

THE hearing of the case was continued before Mr. F. A. Hazeland, to-day, at the Police Court, in which two foreigners, who described themselves as Stephen Michel, a merchant, and Isaac J. Shenida, a rent collector, were charged with stealing from one Kwok Yuk Ting, the manager of the Tang Cheong firm, the sum of \$100. Mr. H. Gardiner, of Mr. O. D. Thomson's office, represented the defendants. Detective-sergeant Grant watched the case for the police. Evidence was heard to the effect that on the 24th ultimo the two foreigners called at the complainant's firm and one of them introduced the other to complainant as "captain" of some boat. They then spoke of ordering some coal. While complainant was giving them the price of the different kinds of coal he had in stock, one of the foreigners asked him to change a \$50 bill for him, but he wanted the change in Chartered Bank notes. Complainant took out from his safe a large sum of money in notes and was picking out those of the Chartered Bank for the foreigners, when they changed their minds and said they would see him tomorrow about the coal. Soon after the men had left he discovered that out of the money he had taken out of his safe \$100 in notes was missing, as was also a roll containing \$10 worth of silver. He immediately informed the police, who arrested the defendants. His Worship, after hearing the witnesses, held that the evidence was not sufficient to warrant a conviction and discharged the defendants.

HIS EXCELLENCY'S ACCIDENT.

BIRTHDAY CELEBRATIONS AT GOVERNMENT HOUSE CANCELLED.

We regret to say that we have received the following official communication from Government House:—

"Owing to His Excellency's accident at polo, the Governor, under the orders of his medical advisers, finds himself compelled, to his great regret, to cancel the dinner party to be held at Government House in celebration of His Majesty's Birthday on November 9th."

From information which we received this afternoon, we are pleased to learn that His Excellency is progressing favourably, but absolute quiet for the next few days is essential to his complete recovery.

THE S. S. "BULOVA."

ON HER MAIDEN TRIP.

With the arrival of the Imperial German mail s.s. *Bulova* to-day, another of the leviathans built for the Norddeutscher for the Far Eastern trade entered the harbour. This morning, at the invitation of the local agents, Messrs. Melchers and Co., a representative of this paper proceeded on board, and was received and escorted over the vessel by the chief officer, Mr. C. A. Meyer, in company with other representatives of the Press, who, after an exhaustive inspection, were entertained to lunch. The *Bulova* is a boat 480 feet 8 inches in length, 57 feet 4 inches beam, with a depth of 39 feet. Her gross tonnage is 9,928 tons, and indicated horse power 6,100, while burning 105 tons of coal a day she easily maintains a speed of 15 knots. Like all her sister boats, she was built for this run at Bremerhaven, and is now on her maiden trip to the Far East. In all, she has six decks; not including the usual bridge deck, the first and second class passengers have each two promenade decks, there being accommodation for 220 passengers of these classes, besides 40 third class. The whole of the ship is fitted with electric lights, while there are also electric fans in the first and second class cabins, wide, roomy and well-upholstered rooms replete with every comfort. Above the saloon is a very fine ladies' room, decorated in French grey silk panels, and picked out with white and gold. Here are tables, lounges, writing desks, well-filled book cases, and periodicals, both German and English, in abundance, and surmounted by a dome which opens right to the upper deck, while the feature of the decorations is a large medallion portrait of General Bulow, the hero after whom the vessel is named. The saloon below is a very handsome apartment arranged in light green panels, the upholstery being dark green, with curtains in match, a very handsome piano in white and gold filling the space at the forward end of the saloon, where there is seating capacity for 120 passengers. On the same deck are also nurseries for children both of first class and second class passengers, and above is a very well-fitted up gymnasium, containing all the latest up-to-date appliances for flowing travellers to indulge in every form of exercise, such as camel, horse and bicycle riding, electric batteries, "back-scratchers" etc. In the wheel house are to be found the latest inventions for communicating with the engineer room with alarms, electric clocks, automatic, water-tight bulkhead-closers, etc. In the pantry, a large airy room just abaft of the saloon, are cold storage cupboards for meat and wines, cooled by cold air driven through pipes from the engines, while below is a large storage chamber. On the boat-deck are patent arrangements for lifting goods off the docks and swinging them out, obviating the old cumbersome method of hand-labour for this purpose. Along this deck are to be found very handsome smoking rooms for first and second passengers, supplied with every comfort in the way of literature and easy chairs to enjoy it in, while between the two is a bar with an attendant always in charge. There is not much difference between the first and second saloons and smoking-rooms, the elaboration in the decorations of the latter being somewhat less marked than in the former. There is a handy baggage-room, and this is accessible to passengers all day and every day, a baggage officer being in charge, whose sole duty it is to see that every facility is afforded passengers in getting at their baggage. Anybody travelling from the colder parts of Europe to the tropics will fully appreciate how the passengers will welcome this privilege, as it is impossible to carry all the necessities in the way of changes of linen etc. in the cabins, however large, sufficient for a long voyage. Of course washing can be done on board, but with the best intentions in the world, it cannot always be relied upon in any vessel. All told the *Bulova* carries a crew of 200, all Germans, with the exception of the firemen who are Chinese. Thus in every way the latest addition to the Norddeutscher Lloyd's fleet appears to offer every comfort on board that a first class, up-to-date hotel could offer.

A MAGISTRAL QUIBBLE.

AND A MAGNIFICENT EXCUSE.

[From a Correspondent.]

On the 4th inst., the representatives of the British-American Tobacco Co. found some of their advertisement posters had been pulled down and destroyed, and as a consequence a Chinaman, living in Chong Yuen Fong-street, was arrested, but while being taken to gaol he was placed before the British Consular Court, he was released from custody by his friends and neighbours. The British Consul-General thereupon requested the Nambou Magistrate, on behalf of the British-American Tobacco Co., to issue a proclamation forbidding the people to deface, tear down or destroy any street posters or advertisements of that company. To this, it is stated, the Nambou Magistrate sent a reply to the effect that he could not issue any such proclamation, because, in the treaty between Great Britain and China, nothing was said about protecting British street advertisements or posters.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE CAVALRY.

RACE TO FUKUSHIMA.

[From Our Own Correspondent.]

Shanghai, 7th November,

10.20 a.m.

The cavalry race from Tokyo to Fukushima, a distance of 150 miles, started on the 5th inst.

BRITISH CONSUL AT MUKDEN.

SELECTING SITE FOR NEW CONSULATE.

[From Our Own Correspondent.]

Shanghai, 7th November,

10.20 a.m.

Mr. Fulford, British Consul, has arrived at Mukden for the purpose of selecting a site for the new Consulate there.

GERMANY AND KOREA.

EMPEROR GIVES AUDIENCE TO GERMAN ADMIRAL.

[From Our Own Correspondent.]

Shanghai, 7th November,

10.20 a.m.

Admiral Breusing, who is in command of the German Squadron, has been received in audience by the Emperor of Korea.

TRIAD SOCIETY FIGHT.

REASONS FOR NOT JOINING.

Three men met a boatman on the Praya at Yaumatei yesterday afternoon. "Well, brother, in-law," said one of the trio, addressing the boatman, "how's business?" The boatman replied that business was so so, but not what he expected. "We have something important to say to you, and if you can spare the time it will benefit you to come to our house, where we can talk quietly." The boatman agreed, and the quartette adjourned to a house in a side lane. In the house were several other dangerous-looking characters. The boatman was offered a seat, but he intimated that he preferred to stand, eyeing the men suspiciously. Through the corner of his eye the boatman saw the men making secret signs to each other and he began to get scared. "Are you a member of the Triad Society?" asked a big man, who looked like the master of the house. "The boatman, who knew that trouble was looming, replied with some regret that he was not. "What?" yelled the big man, getting up from his seat and approaching the now trembling boatman. "You are not a member? The sooner you become a member the better for yourself, Pay \$10 at once and we'll enroll you." The boatman said that he did not have ten dollars and that if he did possess that amount of money he thought he could use it to a better purpose. "Perhaps that is so," said the burly man, "but we want you to be a member—you may be of some assistance to us." The boatman said he knew all he wanted about the Triad Society, that he had no interest in political matters, and that now they had received his answer he would leave them.

The alleged Triad members became enraged at this and set upon the unfortunate boatman. After knocking him down the room, they pitched him down the steps, and were about to do more damage when a policeman stepped in and arrested three of the men for assault. At the Police Court this morning, the boatman gave the Court at first to understand that the men assaulted him because he owed them some money, but when Sergeant Appleton stepped up, he admitted that the cause of the trouble was a Triad Society affair.

His Worship sentenced two of the defendants to three weeks' hard labour and six hours' stocks each, and the third man to one month's gaol and six hours' stocks.

CHANGE OF COINAGE.

[From a Correspondent.]

Canton, 5th November. Taotai Li King Chon has been ordered to proceed to Canton to take charge of the mint. As soon as he arrives there, the circulation of provincial coinage will be suppressed and "Tai Ching" coins only will be issued in the two Kwang. It is considered that the latter currency will be found much more convenient than the former.

Kiang Nam has already adopted the new currency since the end of last month.

SHIPPING AND MAILS.

MAILS DUE.

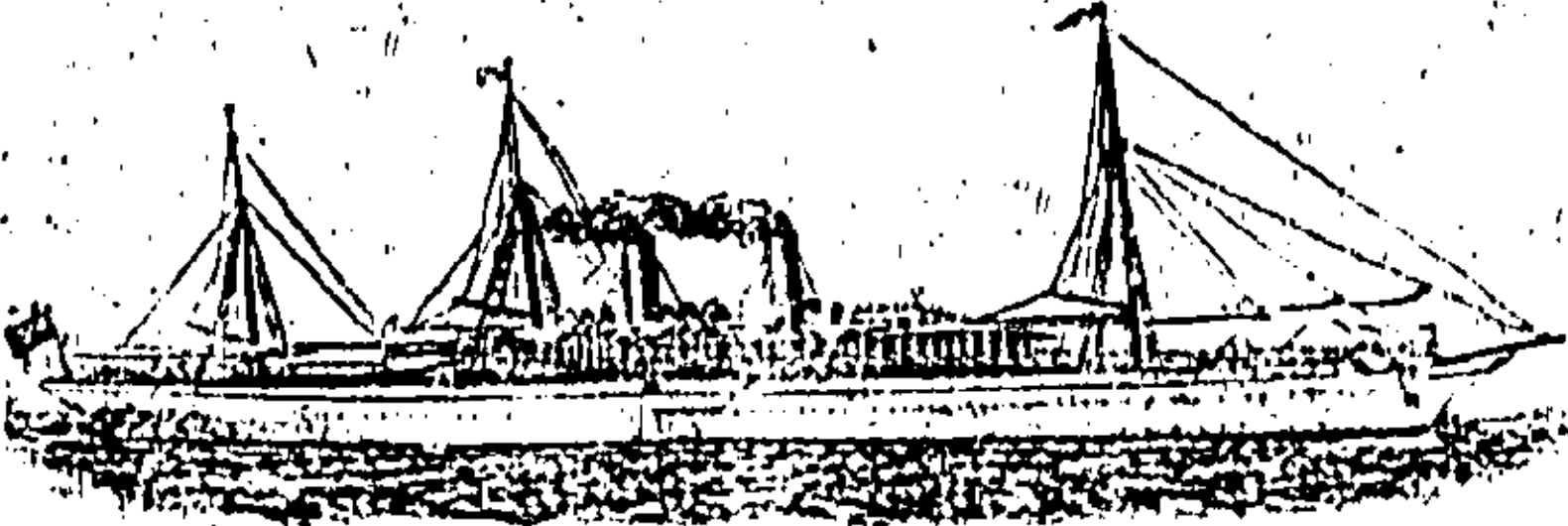
Indian (*Aradon*) 8th inst.
Indian (*Lightning*) 9th inst.
French (*Empress Simon*) 12th inst.
American (*Nippon Maru*) 12th inst.
Indian (*Kutana*) 15th inst.
Canadian (*Athenian*) 15th inst.
Canadian (*Empress of Japan*) 18th inst.

The P. & O. S. N. Co.'s *Peshawar* left Singapore for this port on 6th inst., at 10 a.m. The M. M. Co.'s *Ernest Simon*, with the next French mail, left Singapore on 5th inst., at 4 p.m., for this port via Saigon.

The A.P. Co.'s *Lightning* from Calcutta left Singapore yesterday morning, and may be expected here on 11th inst. The C. P. R. Co.'s *Athenian* arrived at Kobe at 7.30 a.m., on 6th inst., and left again at 5.30 p.m., same day, for Shanghai, where she is due to arrive at 3 a.m., on 10th inst.

Hongkong, 24th October, 1906.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF INDIA" 6,000 Tons	THURSDAY, November 22... December 10.
"ATHENIAN" 3,882 Tons	WEDNESDAY, November 28... December 22
"EMPRESS OF JAPAN" 6,000 Tons	THURSDAY, December 20... January 7
"MONTEAGLE" 6,153 Tons	WEDNESDAY, December 26... January 19
"TARTAR" 4,415 Tons	
"EMPRESS OF CHINA" 6,000 Tons	

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"YUENSANG"	THURSDAY, 8th November, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 9th November, 4 P.M.
S'PORE, SAMARANG & SOERABAYA	"HANGSANG"	SATURDAY, 10th November, 4 P.M.
SHANGHAI	"HANGSANG"	SATURDAY, 10th November, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"FOOKSANG"	TUESDAY, 13th November, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th November, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOI, MANILA, CEBU AND ILOILO	"KAIFONG"	8th November.
SHANGHAI	"KIUKIANG"	9th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	12th "
MANILA	"TEAN"	14th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	16th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 3rd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardess carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAI.		
HOHENSTAUFEN	Capt. Jaeger	2nd December.
SILESIA	Bahle	2nd January.
SCANDIA	v. Doehren	1st February.
HAMBURG	Filler	4th March.
RHENANIA	v. Hoff	3rd April.
HOHENSTAUFEN	Jaeger	1st May.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.		
RHENANIA	Capt. v. Hoff	14th December.
HOHENSTAUFEN	Jaeger	11th January.
SILESIA	Bahle	8th February.
SCANDIA	v. Doehren	22nd March.
HAMBURG	Filler	5th April.
RHENANIA	v. Hoff	17th May.
HOHENSTAUFEN	Jaeger	14th June.
SILESIA	Bahle	12th July.
SCANDIA	v. Doehren	9th August.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	19th November.
FOR SHANGHAI, KOBE & YOKOHAMA AMBRIA	26th November.
FOR SHANGHAI, KOBE & YOKOHAMA HOHENSTAUFEN	2nd December.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Port in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabia and Persian Gulf Ports.

FOR HAVRE, BREMEN AND HAMBURG	BRISGAVIA	14th Nov.
FOR HAMBURG	SEGROVIA	24th Nov.
FOR HAVRE, ANTWERP AND HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG	C. FERD. LAESZ	22nd Dec.
FOR HAVRE AND HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG	ALESIA	25th Jan.
FOR NAPLES, HAVRE AND HAMBURG	SILESIA	8th Feb.

Hongkong, 7th November, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 16th October, 1906.

[101]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 24th October, 1906.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 30th October, 1906.

[105]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient

inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 4th October, 1906.

[848]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Coochin

China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wide circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisement

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken,

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

HONGKONG TYPHOON RELIEF FUND.

[Continued from page 5.]

Comptroller Bradley & Co.	50
do. Reuter Brockmann & Co.	50
do. E. Pabney	50
do. Bank of Taiwan	50
do. Hongkong, Canton and Macao Steamboat Co.	50
Comptroller of Sander Wieler & Co.	50
Cheong Loong	50
Mr. Lau Pang Shi	50
Mrs. Lau Li Shi	50
Wong Tsu Yam	50
Chan Oi Ting	50
Shun Cheong	50
Kwong Chui Wing	50
Tai Chuen	50
Lee Cheong	50
Ying Lee	50
Yee Cheong Loong	50
Yu King Shu	50
Ng Po Kwan	50
How Cheong Yuk	50
Kwong Chan Hing	50
Sun Kwong Loong	50
Tung Yu Yuen	50
Hop Wo Cheong	50
Kwan Yuen	50
Kwan Cheong Hong	50
Him Shun	50
Kam Wo Chan	50
Kung Foon Chan	50
Ho Wai Lan	50
Tao Chiu Wo	50
How Tak Cheong	50
Fook Wo Cheong	50
Wing Tung Hing	50
Wing Cheong Tai	50
Lun Loong	50
Yuet Loong Chan	50
Shun Loong	50
Yu Loong	50
Wang Loong	50
Hang Fat	50
Sam Loong	50
Wai Loong	50
Hing Loong	50
Lo Cheung Shiu	50
On Hing	50
King Ham Hing	50
Kung Wo Cheong	50
Wing Yee Cheong	50
Sun Wa Loong	50
Fung Shing Loong	50
Kwong Wan' huing	50
Lok Nga Shan Fong	50
Po Fung Hong	50
Anonymous	50
Wang Cheong	50
Miss Chung Shau Wa	50
Lok Kwan School	42
Man Fung	40
Kee Mow	40
Ho Ping Kee	40
Kwong Shun Tai	40
Kam Lee Yuen	40
Wing Wo Cheong	40
Yu Wing	40
On Tai	40
Sang Yuen	40
Ku Yuen	40
Sui Kee	40
Kwong Yuen	40
Chin Hing Wan	40
Kwong Cheong Yuen	40
Tai Hing	40
Tai Wing	40
Kwong Wing Cheong	40
Chan Shun Cheung	40
Tye Yick	40
Yee Shun Yuen	40
Kwong Yee Hing	40
Man Fook Cheong	40
Ying Fat Yuen	40
Him Woo	40
Hang Mow	40
Ku Cheong	40
Yuk Ying School	38.50
Fook Yuen	35
Kam Sun	30
Kwong Cheong	30
Chee Chung Wo	30
Wing Cheung Kut	30
Comptroller of Siemens & Co.	30

Man Chan...	30	Tak Lee	100
Po Yuen Kung	30	Mrs. Hung Li Shi	100
Fook On Cheong	30	Chak Sum Shi	100
Fook Loong	30	Sheut Shin Charity Institution,	
Fook Hing	30	Canton, 4th subscription...	75 1/2
Ching Cheuk Nam	30	In Ko Shing subscriptions	52-50
Chin Lai Sang	30	Tsang Hing, Peking	50
Sang Yuen Loong	30	Chan Wal Soo	31-95
Wang Cheong	30	Yee Wo	30
Po Hing	30	Hung On, Canton	30
Man Shun Wing	30	Man Fong Lau subscriptions...	18-20
Kwong Ching Cheong	30	Chu Nam Lau subscriptions	26-80
Kung Shun Loong	30	Yeung Yat Nam	25
Hing Fat	30	Wong Luk	25
Yee Cheong	30	Ko Luk Chak	20
Tak Cheong Wo	30	Cheong Fat Company	20
Tung Nam Tai	30	Luk Ming Yuen subscriptions	18-55
Kung Fat Cheong	30	Koon Hoi Lau subscriptions	10-50
Hang Wo Wing Kee	30	Subscribers of from \$10 to \$1...	100-30
Lun On	30		
Kwong Hing Cheong	30		
Neo Chun	30		
Man Hop Yuen...	30		
Wing Tung Fook	30		
Wing Shun Wo...	30		
Fung Yuen Hing	30		
Sui Yee Cheong	30		
Kwong Fook Cheong	30		
Kwan Chan	30		
Wing Sing Hing	30		
Kwong Cheong Wo...	30		
Yee Hing	30		
Kwong Fung Yuen	30		
Wing Yee Cheong	30		
Wing Mow	30		
Lee Ching Chan	30		
Kung Shun Cheong	30		
Kwong Fook Loong	30		
Tai Yuen	30		
Taik Fook Tong	30		
Kwong Lun Wo	30		
Tung Tai	30		
Yee Wa Hing	30		
Kwong Wing Cheung	30		
Kwong Shiu Cheung	30		
Lee Sang Wo	30		
Kwong Tai Yuen	30		
Him Yick	30		
Tai Yick	30		
Hung Wo Cheong	30		
Wa Yu Shing	30		
Hung Shing	30		
Cheong Kee	30		
Nam Hing Loong	30		
Wo On	30		
Yu Sang Cheong	30		
Kwong Lun Tai	30		
Ying Fat Cheong	30		
Sui On	30		
King Wa	30		
Tung Cheong Shing	30		
Kwong Yat Cheong...	30		
Sin Cheong Wo	30		
Hu Ku Yang Tong	30		
Yu Loong Hing Kee	30		
Siu Wing How	30		
Wang So	30		
Mrs. Hu Ho Shi	30		
Mrs. Mok Shiu Shi	30		
A Friend	30		
Chee Wo Cheung	30		
Ming Kang Toi	30		
Tung Hip Loong	30		
Tung Sun Yee Kee	25		
Tai Loy	25		
Cheong Shing	25		
Kwong Kut Cheung...	25		
Tse Hoo Nam	25		
Wing Yee Cheong	25		
Yu Shing Chan	25		
Cheung Kwong Yuen	25		
Yu Fung Loong	25		
Wa Hing Loong	25		
Hoo Cheong	25		
Wing Wo Cheung	25		
Compradore of Jebert & Co.	25		
Compradore of Carlowitz & Co.	25		
Yung Chak Ting	25		
Li Sul Ting	25		
Hon. Dr. Ho Kai	25		
Li Po Shan	25		
Sang Loong	25		
Hoo Loong	25		
Yu Shing Shun	25		
Wing On Tai	25		
Ching Loong	25		
Hoo Cheong Wo	25		
Miss Mok Shi	25		
Anonymous	25		
Yee Kee	25		
Yee Loong	25		
Chan Pui Kai	25		
Hu Shun Chien	25		
Wing Ying Cheung	25		
Shun Cheong	25		
Li Wan Ku	25		
Dr. Pearce	25		
Compradore of National Bank of			
China	25		
Chan Loong	25		
A Friend	25		
Mai Lo Company	25		
Subscribers of from \$20 to 20 cts each	4,789 55		
Subscriptions from Yokohama	3,000		
Shuegung Newspaper Office's 3rd			
subscription	293-40		
Sheut Shin Tong Charity Institution,			
Canton, 4th subscription	100-50		
Chan Kwan Yuk Tong	100-50		
Kwok Lai Ting	50		
Registrar General's Office subscrip-			
tion list	35		
Chu Oi Tong	25		
Ui Fong Yuen	22-75		
Lam King Sang	20		
Cheung Sing Toi	20		
Tsang Ying Po	20		
Man Loong	20		
Fook Sang Pawn Shop	20		
Subscribers of from \$10 to 50 cts. each	100-50		
Tung Ching Po	1,000		
Chinese Merchants in Melbourne			
100	872-73		
Hung Kwai Sow	500		
Man Lung Hing	200		
Man Shun Wo	100		
Tung Yue Hing	100		
Yue Cheong	100		
Tung Yue	100		
Salt Farmers in Nambung and			
Kamchow	100		

Shipping.

Arrivals.

Buelow, Ger. s.s., 1272, H. Formes, 6th Nov.,
—Bremen 26th sept. and Singapore 2nd
Nov., Mails and Gen.—M. & Co.
Hong Ree, Br. s.s., 10, 6, J. L. Hainsworth,
4th Nov.—Tiang and Singapore 30th
Nov., Gen.—Joo Teck Seng.
Falk, Nor. s.s., 180, G. M. Gundersen, 7th
Nov.—Mojil and Nov. Coal.—M. B. K.
Ulv, Nor. s.s., 181, J. Petersen, 7th Nov.,
—4th Nov. Coal.—Aagaard, Thoresen
& Co.
Heliopolis, Gr. s.s., 1267, Kelsey, 6th Nov.,
—Kutchinotzu 2nd Nov., Ballast—Order.
Meefon, Ch. s.s., 119, J. McArthur, 7th Nov.,
—Shanghai 10th Nov., Gen.—C. M. S. N.
Co.
Jacob Diederichsen, Ger. s.s., 643, D. Hentz,
7th Nov.,—Macao 7th Nov., Gen.—J. & Co.
Yangmoo, Korean s.s., 3,617, T. Muran, 7th
Nov.,—Kuchelouz 2nd Nov., Coal.—M.
H. K.
Clearances at the Harbour Office.
Drafar, for Saigon.
Kong mun, for Macao.
Chowfa, for Amoy.
Kengwui, for Swatow.
Hefoo, for Canton.
Kwangshing, for Shanghai.
Rudow, for Shanghai.
Falk, for Canton.
Derwent, for Saigon.

Departures.

Nov. 7.
Princess Alice, for Europe.
Eastern, for Moji.
Drafar, for Saigon.
Chowfa, for Singapore.
Carl Diederichsen, for Hoihow.
Hefoo, for Singapore.
Khwangshing, for Shanghai.
Teutonia, for Singapore.
Kwangshing, for Singapore.
Dundee, for Shanghai.

Passengers arrived.

Per *Hing Hsa*, from Singapore.—1, 60, Chi-
nese.
Per *Meefon*, from Shanghai.—Mr. and Mrs.
Olin.
Per *Buelow*, from Bremen, &c.—Mrs. P.
Hett, Mr. and Mrs. D. Donald, Mr. W. Otto,
Mr. and Mrs. M. Spillinger, Mr. and Mrs. A.
Deiermann, Mr. A. T. David, Miss E. David,
Mr. G. L. Brighton, Cmdr Roy C. Smith, U.S.,
Dr. Durand, Messrs. A. Tiedemann & C. Mc-
Donald, Inspector von Rieden (N.D.L.), Miss
de Pledge, Miss W. Roeder, Dr. C. S. Selden
and family, Mrs. Th. Schmitz & 2 children,
Mr. J. Stafford Minto Miller, Mr. J. F. Miller,
Mr. Muller and family, Mr. Carl Becker, Miss
E. Beutinger, Mrs. B. Bliefernicht, Carl
Vieweg, Misses Ada E. Faron, Ma-on Mont-
fort, Anny, Tabberer, Pautin, Alice S. Weekes,
Mr. Fr. Matiz, Mrs. F. Schneider, Messrs.
Deeks and infant, and G. Nissen.

Passengers departed.

Per *Catara*, for San Francisco, &c.—Dr.
Marcus C. Terry, Messrs. A. Brook Smith, G.
C. Moore, J. Ross, Mr. and Mrs. T. R.
Tallman, Mr. and Mrs. B. Armour, Messrs.
F. W. Willis, Geo. V. Brown, A. J. Follock,
Cumming, Capt. Lage, Mrs. Chow Wong Shu,
Messrs. H. Booth, A. C. Grilk, W. F. Barnes,
Misses Harrison, Mr. C. H. Allen, Rev. and
Mrs. Trickett, Mr. Paul Trickett, Miss M. Hay-
den, Mr. W. H. Marks, Miss V. Do Noie,
Messrs. Chan Wan, J. C. Peter, Dr. and Mrs.
A. Anderson, Messrs. Carl A. Anderson, Eva
C. Anderson, Miss M. Sawyer, Mr. F. Schaller,
Mr. and Mrs. F. H. Kichler, Misses N. W.
Pounds, and Mr. J. Smith.
Per *Princess Alice*, for Hamburg, &c.—
Messrs. A. Angelbrck, Alamingburg, Mrs. An-
Fun-hee, Mr. and Mrs. Geo. Batcheller, Mr.
Brennman, Major and Mrs. Babbitt, Dr. and
Mrs. Barlington and children, Mr. Brown, Dr.
and Mrs. Blaamor, Registrar and Mrs. Bohl-
endorf-Kolpin, Miss et Buchholz, Mrs. Brehrer,
Mr. L. Bertold, Mr. B. Benjamin and servant,
Mrs. Block, Mr. and Mrs. R. F. Crawford,
Mr. W. Conclier, Mr. and Mrs. A. Corabach
and children, Mrs. Cook and child, Mr. A. J. Mrs.
L. D. Carnegie, daughter, governess and
servant, Mr. Chofirm, child and servant, Capt.
H. Inaspad, Mr. and Mrs. C. Dudgeon, Miss
Dudgeon, Mr. C. J. Dekker, Mrs. E. Dietrich,
Miss Dietrich, Messrs. H. W. Dainby, B. and J.
Dandamal, Mrs. Endert, Mr. J. A. van Effen,
Miss Ekstrand and servant, Messrs. E. and
A. Felling, Fenn, Mr. and Miss Goudge, Mr. and
Mrs. Gordon, Misses L. L. and H. Gilbert,
Messrs. T. J. and W. D. Graham, Mr. and Mrs.
W. E. Howard, Messrs. G. Hausbrand, F. Hoff-
mann, Sub-Lieut. D. Janke, Mrs. C. H. Jones,
Messrs. F. Kampf, A. R. Knipfers, Mrs. A.
Koehler-Diel, Mrs. Kerr, Mr. Low Chan
Kwong, Mr. L. I. Nag and servant, Mrs. Lin
Shi and servant, Misses. Luke Yew and ser-
vant, Lok Chow Yui and servant, Larned,
Misses Edith R. Lammey, Lewis, Mrs. G. R.
Loehr and children, Mr. Liang Ming Hung,
Miss Lang, Messrs. Gerald Loo, Luk Tin Zin,
Luk Yai Kwao, P. Lau, Geo. E. Maynard, A.
MacWillie, MacLeod, W. Maclean, Mrs. H.
Meyll, Mr. Chr. Moos, Mrs. Mayo, Mrs. Mari-
elle, Mrs. Moore and daughter, Mr. and Mrs.
Mackenzie, Mrs. E. F. Marples, Mrs. F. R.
Moran, Messrs. Medley, E. O. Naumann, G.
Neuheus, Miss Olin, Mrs. L. O. Oskali, S.
Okade, Mrs. Ph. M. Price, Messrs. J. Follock
Panizra, P. Reincke, R. R. Robbins, Geo. Rod-
dis, A. R. Rahman, O. von Steitin, Dr. Otto
Stecke, Mr. Hans Steche, Mr. and Mrs. Sjob-
lom and children, Mr. Th. Solterbeck, Mr. and
Mrs. Suggett, Mr. Schomburg, Mr. and Mrs.
Schwanke and child, Messrs. John Sanborn,
William Sanborn, Alice Siemsen, Mrs. Sheto
Shi and child, Mrs. L. Siemsen, Mrs. J. Follock
servant, Messrs. J. J. Smith, S. K. Chin, S. K.
O. S

and Miss Wietzlow, Mr. and Mrs. Jameson.
Mrs. Wegener, Mr. and Mrs. Wong Lam and
2 children, Mr. Wong Bhin, and Mr. Wong Wo
and servant.

Shipping Reports.

Str. Falk from Moji:—Very strong NE. mon-
soon and heavy sea.

Str. Hong Bei from Straits:—Light variable
winds to 14° N., and from thence to port strong
NE. monsoon, winds and sea.

Str. Mafoo from Shanghai:—Strong NE.
gale and high sea, heavy overcast sky,
thick rainy weather from Tung Yung to the
Lamocks.

Str. Heliopolis from Kutchinatu:—On the
5th inst. when off Formosa experienced heavy
N.E. gale, with violent squalls and high sea
after wheelhouse knocked down and steering
gear damaged had to put in for repairs.
Steamer being bound for Bunbury in
Australia.

Vessels in Port

STRAWBERRY.

Amara, Br. s.s., 1,666 C. J. Mattock, 28th Oct.,
—Swatow 27th Oct., Ballast.—J. M. & Co.
Borneo, Ger. s.s., 1,344 A. Denker, 18th Oct.,
—Sandakan 13th Oct., Timber.—M. & Co.
Canton Maru, Jap. s.s., 2,742, S. Hirai, 6th
Nov.,—Nagasaki 1st Nov., Gen.—Yu Hing
Tai.

Dermes, Br. s.s., 1,562, J. Jenkins, 27th Oct.,
—Saigon 22nd Oct., Rice and Gen.—Man
Fat & Co.

Elisabeth's Rickmers, Ger. s.s., 905, W. Bäte,
führ, 2nd Nov.,—Bangkok 6th Oct., Gen.—
B. & S.

Empress of India, Br. s.s., 3,032, E. Beatham,
R.N.R., 21st Oct.,—Vancouver, (H.C.) 2nd
Oct., and Shanghai 18th Oct., Mails and
Gen.—C. P. R. Co.

Faulding, Jr. s.s., 1,452, Wheeler, 6th Nov.,
—Moji 1st Nov., Gen.—J. M. & Co.

Fookang, Br. s.s., 1,987, W. E. Sawyer, 5th
Nov.,—Calcutta 22nd Oct., Coals.—J. M.
& Co.

Frithhof, Nor. s.s., 891, H. A. Haraldsen, 4th
Nov.,—Bangkok 27th Oct., Rice.—Aagaard,
Thoresen & Co.

Germania, Ger. s.s., 1,744, H. Lorenzen, 2nd
Nov.,—Bangkok 25th Oct., Rice.—J. & Co.
Hoppsang, Br. s.s., 1,319, J. M. Hay, 2nd
Nov.,—Samarang and Sourabaya 24th
Oct., Gen.—J. M. & Co.

Hue, Fr. s.s., 2,071, F. Pannier, 9th Nov.,
—Haiphong via Pakhoi, Hoihowan and Kwong-
chow-wan 4th Nov., Gen.—A. R. M.

Ishikawa, Ger. s.s., 2,269, W. Faass, 2nd Nov.,
—Bangkok 25th Oct., Rice.—S. & Co.

Kaga Maru, Jap. s.s., 3,906, A. Christensen,
3rd Nov.,—Shanghai 31st Oct., Gen.—N.
Y. K.

Kaifong, Br. s.s., 985, E. Finlayson, 6th Nov.,
—Hong Kong 3rd Nov., Ballast.—B. & S.

Kanjui Maru, Jap. s.s., 1,000, G. Hashimoto,
1st Nov.,—Bangkok and Hoehoi 31st Oct.,
Gen.—N. Y. K.

Keong Wai, Ger. s.s., 1,115, Köhler, 28th Oct.,
—Bangkok 20th Oct., Gen.—B. & S.

Koun Maru, Jap. s.s., 1,784, Y. Minamikawa,
2nd Nov.,—Kobe 27th Oct., Gen.—Fukusei
& Co.

Kuchibow, Br. s.s., 1,215, G. Hooker, 6th
Nov.,—Singapore 5th Nov., Gen.—B. & S.

Mandal, Nor. s.s., 1,912, E. Ericson, 4th Nov.,
—Moji 29th Oct., Coal.—Aagaard, Thore-
sen & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregoir, 1st
Nov.,—Wei-haiwei 25th Oct., Govt. Stores
—Admiralty.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th
Sept.,—Vancouver 20th Aug. and Ban-
ghali 11th Sept., Flour, Lead and Gen.—C.
P. R. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 16th
Nov.,—Manila 16th June, Ballast.—Barret-
to & Co.

Nissim Maru, Jap. s.s., 995, M. Iwane, 3rd
Nov.,—Swatow 2nd Nov., Ballast.—
Japanese.

P. de Rosario, Am. s.s., 715, M. Lopez,
Blanco, 22nd June, Manila 9th June,
Ballast.—Berretto & Co.

Oriel, Br. s.s., 2,065, G. Maddrell, 11th Oct.,
—Moji 5th Oct., Coal.—J. M. & Co.

Pachayuen, Fr. s.s., Ducroiset, 10th Oct.,—Bang-
kok 21st Oct., Gen.—B. & Co.

Ragnar, Nor. s.s., 1,210, H. G. Nielsen, 2nd
Nov.,—Rajang (Borneo) 6th Oct., Timber.
—Aagaard, Thoresen & Co.

San Domingo, Dan. s.s., 2,742, J. F. Gabe, 5th
Nov.,—Europe 5th Oct., Gen.—M. & Co.

Sarsling, Am. s.s., 428, Vitteria, 7th Sept.,—
Manila 4th Sept., Ballast.—Order.

Tierra Morena, Br. s.s., 547, Hannah, 1st
Java 23rd Oct., Am. ship, 21st Nov.,
Gen.—J. M. & Co.

Van, Br. s.s., 1,345, Somerville, 2nd Nov.,—
Manila 30th Oct., Gen.—B. & S.

Wingsang, Br. s.s., 1,606, Reynolds, 5th Nov.,—
Canton 5th Nov., Gen.—J. M. & Co.

Zinnian, Br. s.s., 2,300, C. Liedberg, 26th Oct.,
—Sydney 5th Oct. and Manila 24th, Gen.—
B. & S.

Zuriga, Am. s.s., 469, H. Nelson, 16th Oct.,—
Amoy 14th Oct., Ballast.—Yeng Ching.

Zuensang, Br. s.s., 1,128, F. Mconey, 6th
Nov.,—Manila 3rd Nov., Gen.—I. M. &
Co.

SATILION VERRELS.

Clipsie, Br. bk., 968, J. McBryde, 2nd Oct.,
—Canton 1st Oct., Ballast.—S. O. Co.

Kakasoni, Br. ship, 1,670, Wm. McCu nie, 12th
Oct.,—Manila 13th Sept., Ballast.—Order.

F. Chapman, Am. ship, 7,013, R. Banfield,
15th Aug.,—Manila 15th Aug., Ballast.—
A. & Co.

Lindgren, Nor. bk., 472, A. R. Anderson,
18th Oct.,—Manila 26th Sept. Old Iron
—Order.

P. Heitchcock, Am. ship, 2,086, S. L. Zertx,
1st Sept.,—Manila 20th Aug., Ballast.—A.
K. & Co.

Ships Passed The Canal.

28th September—*Caledonia*, *Jadomarus*,
Schilland, *Sunda* and *October*.
27th September—*Bahk*, *Banchoor*, *Don of Killy*, *Amen-*
n. 6th October—*C. Fera Latus*, *Eriksrud*, *Prins*,
Gustavus Ferdinand, *Polyphemus*, *Prometheus*,
Uknhtin, *Hakata Maru*, *Kamakura Maru*, 6th
October—*Formosa*, *Sachsen*, *Myrmidon*, 12th
October—*Alcinous*, *Hyson*, *Java*, *Polynastan*,
Benalua, *Chilodora*, *Chioda*, 16th October—*Bena-*
lita, *Albana*, *Belinda*, *Belinda*, *Belinda*, 20th
October—*Andalusia*, *Ernest Simpson*, *Prins*,
Ioimirich, *Oceano*, *Santa Maru*, *Aithol*, *Iyo*
Maru, 23rd October—*Glenroy*, *Prometheus*,
10th October—*Glauvici*, *Nubla*, *Salatia*, *Mont-*
theryshovier, *Siberian*, 30th October—*Helene*
Christine, *Puleva*, *Oceano*, *Socotra*, *Prins*
Gustavus Ludvig, *Tauris*, *Forley*, *Namur*, 3rd
November—*Manila*, *Polynestan*, *Bingo*
Maru, *Kanagawa Maru*, 6th November—
Arrivals at Home—25th September—
Andrusia, *Nordkap*, 28th September—*China*,
October—*Nubla*, 2nd October—*Wakasa*
Maru, *Prins Blitel Friedrich*, *Alesia*, *Orizulu*,
3rd October—*Yunnan*, *Caledonia*, *Patroclos*,
4th October—*Achilles*, *Hakata Maru*, 15th
October—*Sunda*, 16th October—*Glenharriet*,
Java, *Sachsen*, 20th October—*Glenharriet*,
hyuykill, 23rd October—*Mennon*, *Poly-*
namus, 25th October—*Diamond*, *Indraguru*,
Don Maru, 30th October—*Java*, 30th Octo-
ber—*Benvorlich*, *Jadaric*, *Slesia*, (Ger.) 3rd
November—*Prins Heinrich*, *Saxonia*, 6th

[illegible]

HONGKONG.

Adams, P. R.	Humphreys, H. S.
Bailey, W. S.	Hunter, R.
Baker, A. S.	Innes, Capt. R.
atchelder, R. N.	Jokl, J. P. F.
Battiscombe, H. G.	Joughin, J. C.
Beattie, R. B.	Krill, T.
Bienville, A. Van (Vice-Consul for Belgium)	Kunze, P.
Birbeck, R. J.	Laidlaw, G. M.
Bird, H. W.	Lang, Miss K.
Bisney, Mr. & Mrs. S.	Lehrs, P.
Binney, Miss	Lindberg, Capt.
Blauau, Dr. and Mrs. E. E.	Logan, W.
Blood, G.	Love, F. H.
Bovill, Mr. and Mrs. O. V.	Macdonald, F. C.
Breckwold, H.	Marquardt, Mr. and Mrs. J.
Brighton, F. G.	Mariott, Dr. O.
Brough, C.	McGregor, Mrs. J. S.
Campbell, L. F.	McLeod, Miss M.
Carter, Mr. and Mrs. W. L.	McMaster, H. B.
Carter, A.	McRae, D. G.
Chapman, H. K. V. C., Major A.	Moore, Dr. and Mrs. W. B. A.
Chapman, B. F.	Newborn, Mr. & Mrs. R. H.
Chapple, F. T.	Newington, A. G.
Chatham, Hon. & Mrs. W.	Nicholls, E. A.
Chatham, Miss	Nunan, Dr. W.
Chichester, D. A. A. O.	Packer, B. L.
D.S.O., Major A. A.	Parker, T. F.
Christie, Mrs. A. A.	Perkins, Mr. and Mrs. T. L.
Christie, J. D.	Pfordten, A. R. Von der
Clark, M. O.	Philpot, L. D.
Clarke, Mr. and Mrs. T. W.	Pledge, Miss de
Clegg, R. N., Eng.-Lt.	Powell, W. A.
Collins, W. F.	Preshaw, C. M.
Colvin, H. E.	Pritchard, H.
Connor, J. L.	Reid, H. I.
Cook, A. H.	Roache, Mrs. J. S. and child
Cruickshank, A.	Rowdell, S. B.
Davies, F. O.	Rutherford, Mr. & Mrs. N. H.
Determann, Mr. and Mrs. A.	Sanders, Dr. J. H.
Dodd, Mr. and Mrs. W. H.	Schween, R.
Doillite, F. H.	Searle, Rev. G.
Dowley, Mr. and Mrs. W. A.	Sheenan, H. B.
Downing, Mr. and Mrs. T. C. and infant	Sherran, Mr. & Mrs. E. B. E.
Dunlop, G. A.	Skinn, A.
Rinstmann, W.	Sommerville, Capt. A.
atchird, H. J.	Spittles, J. S.
Fecher, R.	Stebbing, W. T.
Fisher, H. G.	Stephens, H.
Fletcher, H. L.	Stevens, Rev. A. J.
Franklin, C. B.	Sutherland, P. D.
Frost, B. L.	Thompson, Mr. & Mrs. Thomas, Miss H. M.
Fuller, Stuart J., (American Vice Consul General)	Tiedmann, A. Von
Fuller, Denman	Toledano, S. H.
Gibson, A.	Topliss, H. J.
Gant, A. W.	Uffel, V. Von.
Garkar, B. Brotherton	Unbehauen, C. H.
Jewett, Hon. E. A.	Vernon, Mr. and Mrs. J. Y. V.
Jewett, Mrs. F. A.	Vernon, Miss
Koffmann, W.	Vernon, Master
Kowes, A. B.	Wakefield, Mrs. M.
	Watkins, H. H.
	Wishart, J. B.
	Wood, G. G.

PEAK.

Abell, Mrs.	Joseph, Mr. and Mrs. E. S.
Amos, Mrs.	Kelsall, R. A., Major and Mrs.
Austin, F.	Kent, R. A., Col. & Mrs. Leask, Mr.
Bachhouse, J.	Macdonald, Major and Mrs.
Seauchamp, E. B.	Malade, Mr.
Ololon, Mr.	Martin, R.
Doach, Mr. and Mrs. C.	Moncarieff, Lt.-Col. & Mrs. S.
Cruthers, E. S.	Neon, Mr. and Mrs.
Chalmers, J. H.	Moreno, Mr.
Clothier, Mr. and Mrs. H. W.	Muhle, E.
Obden, A. S.	Painter, Major & Mrs. Reid, R. A. C., Lt.-Col. J. M.
Obdury, Mrs. R.	Hayes, Mr.
Obdury, Miss	Sawyer, Mrs. W. E.
Orling, Col.	Sinclair, A.
Olson, Mr. & Mrs. M. A.	Slutsky, L. M. J. van
Olson, Lieut.	Smith, A. Findlay
Olson, Capt. J. R.	West, J. J.
Olson, Lieut.	White, Dr. and Mrs.
Olson, Mrs. H. E.	Wildes, A. P.
Olson, Mrs. H. E.	Williamson, Mrs.
Olson, Mrs. H. E.	Wilson, J. W.

OCCIDENTAL.

Amos, H. A.	Munro, Miss A.
Amos, G.	Regalzar, Gaston
Amos, G.	Robertson, Mrs. C.
Amos, G.	Robertson, Miss Kathi
Amos, G.	Robertson, Master G.
Amos, G.	Rohden, Mr. and Mrs. A. and 2 children
Amos, G.	Willhelm, H.

MAJESTY'S SHIPS ON THE CHINA

TONS.	GUNS.	I.H.P.	
1,700	4	3,000	Commander E.
4,365	10	7,000	Captain C. L.
710	6	900	Lieut.-Comm.
710	6	900	Lieut.-Comm.
1,070	6	1,400	Commander B.
1,070	6	300	
1,070	6	1,000	Commander C.
11,000	16	16,500	Captain H. W.
306	6	5,700	Lieut.-Comm.
4,365	10	7,000	Captain H. G.
275	6	4,000	Lieut.-Comm.
275	6	4,000	Lieut.-Comm.
280	6	3,900	Lieut.-Comm.
9,000	16	22,000	Captain S. V.
14,100	18	30,000	Captain C. F.
6,100	8	12,000	Captain J. A.
9,800	14	22,000	Captain J. A.
180	2	800	Lieut.-Comm.
350	6	6,300	Lieut.-Comm.
85	2	240	Lieut.-Comm.
85	2	240	Lieut.-Comm.
85	2	240	Lieut.-Comm.
350	6	6,500	Boats, T. O. S.
4,050	6		Commandore H. M.
180	2	800	Lieut.-Comm.
710	6	900	Lieut.-Comm.
350	6	6,300	Lieut.-Comm.
620	4	450	Commander R.
195	2	800	Lieut.-Comm.
195	2	800	Lieut.-Comm.
195	2	800	Lieut.-Comm.
195	2	800	Lieut.-Comm.

[illegible]

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON

SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES

LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."

Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 13th November, at 1 P.M.

This steamer connects at Colombo with the Australian line, Sydney bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TONKIN 27th November.

S.S. ERNEST SIMONS 11th December.

S.S. POLYNESIE 25th December.

S.S. CALEDONNIEN 8th January.

S.S. SALAZIE 22nd January.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th November, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICA,
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th November, at Noon, taking Passengers and Cargo for the above Port in connection with the Company's S.S. *Moltan*, 9,629 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Maradonia* due in London on the 29th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd November, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$22.50

20.00

WHISKY, FINE MALL

Per Case.

20.00

12.50

10.50

PORT WINE, INVALIDS

Per Case.

20.00

13.75

SHERRY, AMOROSO

Per Case.

20.00

16.00

BENEDICTINE, D.O.M.

Per Case.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

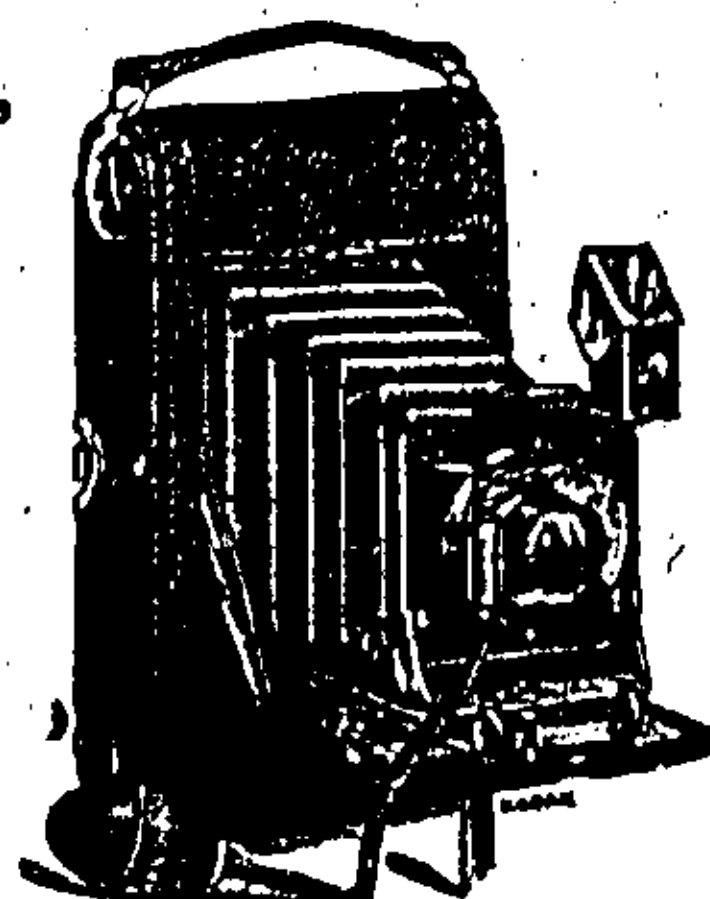
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ANNUAL RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,735 \$150,000	\$1,712,472	{ \$1.15/- @ Ex. 2 1/4 = \$16.47 for first half- year 1906	5 1/2 %	{ \$87 1/2 London 2/5
National Bank of China, Limited	10,925	£7	£6	\$1,675,000 \$200,000	\$74,099	\$2 (London 3/6) for 1903	...	\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 £10,000 \$331,131 \$1,153,844 \$569,279 \$800,000 \$161,278 \$15,527 \$1,000,000	\$2,702,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$220,418 \$26,616 \$1,220,918	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$6,000 \$264,638 193,562	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$250,000 \$500,000 \$144,386 £120,000 £280,918 £3,599	\$422,618	{ \$2 1/2 for year ended 30.6.1906 Interim div. of Tls. 2 1/2 for 1905/6	6 1/2 %	\$40
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,638 193,562	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$250,000 \$500,000 \$144,386 £120,000 £280,918 £3,599	Nil.	{ \$2 1/2 for year ended 30.6.1906 Interim div. of Tls. 2 1/2 for 1905/6	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$250,000 \$500,000 \$144,386 £120,000 £280,918 £3,599	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £280,918 £3,599	£2,452	10/- @ ex. 2 1/4 9/16 = \$4.69	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 20,000 £100,000	Tls. 23,156	Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 56 sales
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	{ £4,144 £107,815	£107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 50 1/2 buyers
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ \$65,000 £32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	{ \$218 Tls. 13,913	{ \$1.50 for year ending 30.4.1906 Interim div. of Tls. 2 account 1906	{ 4 1/2 % 8 1/2 %	{ \$26 T. Tls. 50 sellers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$850,000 \$450,000 \$86,119	\$40,914	Final of \$15 making \$25 for 1905	7 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000	\$132,588	\$1 for 1897	...	\$22
Penk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.1904	...	Tls. 83 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 9 1/2 sellers
Consolidated Mining Company, Limited	150,000	G. \$10	G. \$10	{ none £18,170	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$9 1/2
DOCKS, WHARVES & GODOWNS.								
Penwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$85,160 £20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$90
Long and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$40,500	\$39,087	\$6 for first half-year ending 30.6.06	8 %	\$151
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$88,000	\$2,221	\$1 for 1905	6 1/2 %	\$16 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 3,997 Tls. 57,065 Tls. 5,668	{ Final of Tls. 4 making Tls. 8 for 1905/6 Interim div. of Tls. 8 on account 1906 Tls. 18 for 1905	{ 8 % 6 1/2 % 8 1/2 %	{ Tls. 10 1/2 Tls. 227 1/2 sellers Tls. 220 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 227 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 57,065 Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 1/2 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	\$2.40 on \$2 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ none	\$4,719	7 % on \$7 for 1905	...	\$15 1/2 buyers
Do. (Founders)	123	\$15	\$15	{ none	\$4,719	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,971 1/2 \$10,075	\$10,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$67,839	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 20,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 1/2 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	17,000	Tls. 50	Tls. 50	{ Tls. 869,491 1/2 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	3 1/2 %	Tls. 98 sellers
Do. (new issue)	26,000	Tls. 50	Tls. 50	{ Tls. 170,000	Tls. 52,194	Interim div. of \$2 account 1906	8 %	Tls. 57 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	...	...	\$50
COTTON MILLS.								
Luo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.3.1905	11 %	Tls. 72 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 70 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$101 buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £814	£856	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	10,000	\$12	\$12	{ none	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	10 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 30.6.06	6 %	\$22
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$18,000	\$1,581	80 cents for 1905	8 1/2 %	\$22
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1/2 year ended 30.6.06	10 1/2 %	\$19
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$24 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents	8 %	\$15 sa. & buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$10,000	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000	\$3,776	Int. div. of \$4 for 1/2 year ended 30.6.06	8 %	\$230
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$23 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,000	\$88	Final of 50 cents making \$1 for the year	10 1/2 %	\$6 buyers
Maatschappij tot Mijn. Bosch en Landbouwen	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,003	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 232 1/2 buyers
Phillips Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	165,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 110 buyers
Do. (new)	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	Tls. 9,751 Tls. 4,753 Tls. 1,452	{ Tls. 6 for 1904 Interim div. of Tls. 5 account 1906 Interim div. of Tls. 4 on account 1906	{ 12 1/2 % 10 1/2 % 5 1/2 %	{ Tls. 49 sellers Tls. 132 1/2 sellers Tls. 90 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	Tls. 4,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 132 1/2 sellers
Shanghai Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai Waterworks Company, Limited	{ 8,175 7,200 6,000 20,000	{ £20 £20 £5 £5	{ £20 £20 £5 £5	{ Tls. 190,000 none none none	Tls. 85,592 Dr. \$41,934 \$1,134	{ Interim div. of 15/- for 1/2 year 1906 Interim div. of 5/- for 1/2 year 1906 None 50 cents for year ended 31.5.05	{ 8 % 8 % 8 % 8 1/2 %	{ Tls. 350 sellers Tls. 290 sales \$22 buyers \$6
Shanghai Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4 1/2	{ \$25,000	\$752	{ 70 cents \$0.90	{ 8 1/2 % 6 1/2 %	{ \$8 \$150
Do. (Founders)	100	\$10	\$10	{ \$500,000 \$25,000	\$7,734	Final of 50 cents making 1 1/2 for 1905	7 1/2 %	\$12 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$500,000 \$25,000	\$182	Final of 50 cents making 1 1/2 for 1905	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$182	Final of 50 cents making 1 1/2 for 1905	10 %	\$8